





# Historic Properties

- Currently no historic properties are in the Clear Zone
- According to the City of Coronado Designated Historic Resources found on [http://www.coronado.ca.us/egov/documents/1363126202\\_50821.pdf](http://www.coronado.ca.us/egov/documents/1363126202_50821.pdf) approximately 33 properties are within APZ I. There are a total of 165 historic properties within the City of Coronado.
- The Hotel Del Coronado is in APZ I and II, it too is listed as a historic property.



Figure 1. Depiction of 1984 & 2011 AICUZ RWY 29 APZs

## Legend

--- 1984 APZ

— 2011 APZ

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What recommendations were made in 78/84 AICUZ that were NOT implemented?

# 1979 AICUZ Recommendations

## B. Recommendations

The AICUZ program is directed at keeping the current levels of incompatibility from worsening. It attempts to provide the analysis and recommendations that will permit altering the direction of detrimental historic trends. Where possible, and consistent with safety of flight, the Navy will implement measures to improve impact conditions on existing developed areas; however, the thrust of the AICUZ program is in improved compatibility of future developments and redevelopments.

Noise impact and accident potential are of mutual concern to the Navy, the public, and local governmental agencies. All parties have contributed in the creation of the current negative impacts in the vicinity of NAS North Island. The successful implementation of compatible future land usage will require efforts on the part of all concerned. While the Navy has obligation to operate in a safe manner that also minimizes noise impact, local government has the responsibility to plan and zone for protection of the health, safety and welfare of the public. Efforts by only one party to improve future land use compatibility, whether the Navy or the public or local government, will be only partially successful. This study recommends the following measures for consideration:

1. An additional 650 feet of runway should be constructed at the west end of Runway 11-29, and landings at the east end should be displaced 650 feet to the northwest so as to remove the clear zone (APZ A) from residences in Coronado.
2. NAS North Island should continue its efforts to improve the noise environment in the vicinity of the air station. These efforts should include minimization of late night and early morning operations, and to the extent possible, routing of flights away from populated areas.
3. On-station houses and the Officers Club, which are located in runway clearance zones, should be relocated. New sites for these facilities should be identified in the next update of the station master plan.
4. The Air Installation Compatible Use Zones (AICUZ) should be updated as recommendations are implemented. The Recommended AICUZ, which reflects modifications in accident potential and noise impact areas resulting from recommendations 1 through 3 above, is shown in Figure VIII-2.

5. Future development in the AICUZ area should be in keeping with land use suitability guidelines for development in the vicinity of airports. Land uses suggested as compatible with the noise and accident environment in the vicinity of NAS North Island are shown in Figure VIII-3.

6. The City of Coronado is encouraged to expand the Public Safety and Seismic Safety element of their General Plan to consider the issue of airfield safety.

7. The City of Coronado is encouraged to incorporate noise insulation standards into the City Building Code, as suggested in the Noise Element of the General Plan. Individual site planning should be utilized to locate noise sensitive uses behind physical noise barriers whenever possible. The standards should apply to rehabilitation as well as new construction.

8. The City of San Diego, which has adopted the State of California Noise Insulation Standards, is encouraged to expand application of the standards to single-family residential units in the vicinity of airports.

9. Coordination on matters of common interest between naval air station representatives, local government agencies, and residents groups should continue.

10. Persons or agencies seeking information about the naval air station or the AICUZ, should contact the Community Planning Liaison Officer for NAS North Island, telephone (714) 437-6906.

11. The San Diego Unified Port District is encouraged to continue the type of development which is compatible with air operations.

12. The City of Coronado authorities in conjunction with the U. S. Navy should discourage the development of people intensive buildings in Accident Potential Zones.

13. Pilot cockpit procedures and techniques are another means of achieving noise abatement that should be employed. Aircraft configuration, flap settings, landing gear drop points, use of Automatic power compensator in the S-3s, and avoidance of

No

No

No

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Yes

Yes

No

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# 1979 AICUZ Recommendations

low/slow drag on approach are all procedures with potential for noise reduction. NAS North Island should continue and improve its pilot education program to bring these beneficial procedures to a high level of awareness and practice.

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14. Based on simultaneous noise level measurement data recorded at the aircraft in-frame run-up locations and residences in Point Loma, the sound suppressors now installed at North Island are recommended to be used during quiet periods until more efficient acoustical suppression devices can be acquired. Acquisition of at least one acoustical enclosure (hush house) is recommended to provide a more efficient and effective means of suppressing noise from run-up operations. Further evaluation should be accomplished to determine if more than one hush house is needed.

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15. A Noise Abatement Officer should be assigned to the Naval Air Rework Facility-North Island. Duties of this officer should include noise complaint documentation and response, coordination of rework schedules to minimize noise disturbance, and continual evaluation of noise abatement strategies.

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16. Development of a physical barrier to abate E-2 run-up noise should continue to be pursued. Additional information concerning design details, feasibility, and cost should be developed. If detailed feasibility studies prove favorable, then a barrier near the E-2 maintenance run-up location should be constructed.



# 1984 AICUZ Recommendations

## C. Recommendations

The AICUZ program is directed at preventing additional encroachment or incompatible development around air installations. Where possible and consistent with safety of flight, the Navy will implement measures to mitigate noise and accident potential on existing developed areas; however, the thrust of the AICUZ program is improved compatibility of future developments and redevelopments in the vicinity of the air station.

Noise impact and accident potential are of mutual concern to the Navy, the public, and local governmental agencies. While the Navy has an obligation to operate in a safe manner that minimizes noise impact, local government has the responsibility to plan and zone for protection of the health, safety, and welfare of the public. This update recommends the following measures for consideration:

1. An additional 650 feet of runway could be constructed at the west end of Runway 11/29. Landings at the east end would be displaced 650 feet to the northwest so as to remove the Clear Zone (CZ) from residences in Coronado. Implementation of MILCON Project P-419 would effect this recommendation.

2. On-station houses and the Officers' Club, which are located in runway clearance zones, should be relocated. Sites for these facilities should be identified in the current update of the station master plan. Implementation of MILCON projects P-417 and P-415 would effect this recommendation.

3. Further update of the AICUZ should be initiated as recommendations are implemented, or as operational changes warrant them. The recommended AICUZ, which reflects modifications in accident potential and noise impact areas resulting from Recommendations 1 and 2, above, is shown in Figure VIII-2.

4. Future development in the AICUZ area should be consistent with land use suitability guidelines for development in the vicinity of airports. Land uses suggested as compatible with the noise and accident environment in the vicinity of NAS North Island are shown in Figure VIII-3.

5. The City of Coronado is encouraged to expand the Public Safety and Seismic Safety element of their General Plan to specifically address and consider the issue of airfield safety.

6. The City of Coronado is encouraged to expand the City Building Code to consider aircraft-related noise in detail. The City is further encouraged to incorporate noise insulation standards into the City Building Code applicable to single-family residences in noise impact areas.

Specifically, use permits for prospective residential development along the northeastern shoreline of Coronado should require demonstrative performance in compliance with State of California noise standards of 45 CNEL interior noise exposure levels for all residential uses.

7. The City of San Diego is encouraged to implement plans to expand application of State of California Noise Insulation Standards to single-family residential units in the vicinity of airports.

8. Coordination and consultation in matters of common interest between Naval Air Station representatives, local government agencies, and residents groups should continue, to assure types of development compatible with air operations.

No

No

No

No

No

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Yes

# 1984 AICUZ Recommendations

No

9. The City of Coronado authorities, in conjunction with the U.S. Navy, should discourage the development or redevelopment of people-intensive buildings in Accident Potential Zones.

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10. Plans by NARF to remove in-frame sound suppressors, thus allowing additional capacity for daytime testing, and the construction of an appropriately sited hush house for use during evening hours, should be implemented.

Yes

11. During emergency air operations situations, the air station's Operations Duty Officer should inform complaining callers that an emergency is in progress, and that he will return their calls at the emergency's conclusion if they leave their telephone numbers.

Do you have any data on densification



# Land Use Density

- All areas in Clear Zone , APZ I and APZII were zoned and or developed prior to the NASNI 1979 AICUZ
  - August 1979, NASNI initial AICUZ Study.
- September 1984, NASNI AICUZ Study update addresses changes in annual aircraft operations, new noise measurements, and recent aircraft accidents
- December 2011, NASNI/NOLF IB AICUZ Study update addresses phase out of aircraft platforms (S-3 and H-46), transition to MH-60, MMA P-8A, and F-35; new advanced noise modeling.

## Airfield History NASNI



**1910** Glen Curtiss founded an aviation camp on North Island to train pilots.

**1911** Military establishes Aviation School, Rockwell Field, the birth of Navy Aviation

**1917** Army and Navy agree to share North Island each with their own airfield and facilities

**1935** President Franklin Roosevelt establishes Naval Air Station by Executive Order.

**1940s** World War II brings more personnel, aircraft, and facilities. Spanish Bight filled and Runways 11/29 and 11/36 are built.



**1950s** Korean War increases aviation training, more aircraft and maintenance facilities, and production of jet aircraft and guided missiles. Runway 11/29 and 11/35 extended



**1950s** Carrier berthing capacity increased, Coronado Bay Bridge built, and an aircraft assembly and repair facility increases aircraft depot level capabilities.

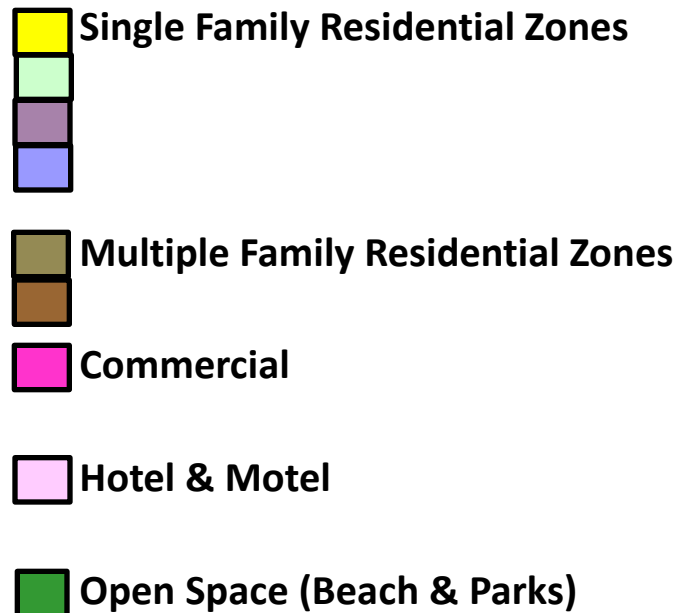


**1990s** Navy begins relocating jet aircraft to over the horizon Naval Air Stations.

**2000s** Consolidation and realignment multi-mission airframes. NASNI is Navy's West Coast "Master Helicopter Base".



# Land Use and Zoning



## BLUF:

- Schools or hospitals are not impacted by NASNI AICUZ APZs
- It is assumed the NASNI ALUCP prepared by SDCRAA and approved by the ALUC does not change existing zoning, i.e. lots with one home that straddles two existing approved lots can be demolished and two new homes can be built one on each lot, if a home burns down it can be rebuilt on existing lot, existing homes can be expanded with more rooms in accordance with existing zoning
- Approved development plans, such as the Hotel Del Coronado remain authorized for development without requiring amendments.
- City has ultimate land use and zoning authority and can override SDCRAA/ALUC decisions by 2/3 vote of their governing body.

